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A. S. WATSON & CO.,
LIMITED,

THE HONGKONG DISPENSARY.

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Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
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P.O. Box, 33. Telephone No. 12

BIRTH.

On the 8th September, at 18, Nanjing Road, Shanghai, the wife of Major O'Brien, 14th Sikh, of a son.

MARRIAGE.

On the 8th September, at Trinity Cathedral, Shanghai, by the Rev. C. J. F. Symonds, Wenzhan Tsimos, marine superintendent, Indo-China Steam Navigation Company, to Alice Ann Atkinson, widow of the late Captain James Price, and youngest daughter of the late J. W. Ord, marine surveyor, Amoy.

DEATHS.

On the 10th September, at Balahagay Avenue, Parkside, Glasgow, David E. Crawford (late of Messrs. Lane, Crawford & Co., Hongkong). By cable.
On the 1st September, at Choofoo, Madame R. Perez, nee JAFFRAY.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD, CL.
LONDON OFFICE: 131, ELBERT STREET, E.C.

HONGKONG, 13th September, 1902.

THE existence of a strike among the Chinese mechanics in this Colony is a matter of common intelligence. European employers of labour are well aware of the difficulties caused thereby and have not indeed been slow to complain. They are not perhaps cognizant, however, of the fact that the native labour-employers have been even more hardly hit by the prevailing conditions of the labour market than the Europeans. That this is the case we learn from certain Chinese of unimpeachable character, and we have therefore no reason to discredit the statement. What is still more important, our Chinese informants tell us that it is not the action of the guilds alone or even principally which has produced the present state of affairs. They insist, with the fullest appearance of sincerity, that the organisation concerned in bringing about these strikes is nothing less than the notorious Triad Society. Now it is not within our province to make minute enquiries into the working of this Society among the native labourers of Hongkong. We can but bring before the public the opinion of a small but very important section of the community, a section which should naturally be well informed in this

particular matter. There is, however, a department of the Government service which such a question must concern not a little, and we therefore cannot do wrong in expressing the hope that the Police will strictly investigate the matter. Considerable attention in the past has, we are well aware, been paid by our Police force to the work carried on in the Colony by the Triads. But naturally so powerful an organisation, with which the Chinese Government itself is entirely unable to cope, is not easy to check in a place so peculiarly situated as Hongkong is. China is the home of secret societies, and no secret society is better managed, with a view to maintaining influence over its members, than is the Triad confraternity. It has always proved a thorn in the side of the Hongkong and Singapore authorities, the latter having shown more ability to deal with it than we have. Nevertheless we are sure that our local Government does not under-rate the power of the *Sam Hop* and we cannot believe that at the present crisis the Society's actions will not be most carefully watched. A very difficult state of affairs has been brought about by illicit means, and in order to counteract this decided action is necessary.

We wrote recently about the desirability of the Hongkong Government departing from this Colony, after due punishment, Chinese "undesirables" who had been convicted of offences such as watch-snatching and other petty thefts. It is generally recognised that such persons have no business in Hongkong, and that the Colony would be much the better for their absence. In the majority of cases the Police must be well aware of their character, and it is possible therefore to argue that to wait until they commit some crime is a mistake. Suspicious persons are arrested at home and indeed, in certain circumstances, out here. Why then, it may be asked, give them the opportunity to injure the peaceable residents in the Colony? It is not, however, only the natives who contribute to the large class of "undesirables" in Hongkong. We have always with us a numerous body of those whom it is usual to style "beachcombers."

Hongkong is not the only place in the East, to say nothing of the world in general, where such persons congregate, but certainly of late we have had more than our fair share. These people are no less undesirable in their way than the Chinese loafers. They do not indulge so much in petty theft, but on the other hand they are continually being brought up at the Magistracy for being drunk and disorderly, and in the intervals they poster the inhabitants for alms in the most impudent way. Occasionally among them are met men of education, the more plausible thereby but not, we fear, the more deserving. In what proportion of cases do these wrecks of humanity really seek and obtain employment? Those who are familiar with their faces, week after week, can best answer that question. It is obvious that our present system, in which the main part is borne by the House of Detention, does not sufficiently protect the Colony against these parasites. It is of no use to house a man at night and turn him out in the day to beg money for drink. We do not wish to return to all the old severity of the laws against rogues and vagabonds, but we do think that less latitude should be given to those among the destitute vagrants who refuse to try for any reputable work and content themselves with inventing plausible tales whereby to obtain from the charitably minded money which they can spend in drink. And in the first place we should like to ask why such men-do-wells are allowed to land in Hongkong at all when deported from other places.

The British transport *Pentakota* arrived from Calcutta yesterday.

The authentic text of the new Anglo-Chinese Commercial Treaty is published as a special supplement with to-day's issue.

The dock carpenters who went out on strike recently for higher wages are reported to be returning to work in considerable numbers.

It is definitely announced that the Hongkong Regiment, which leaves the Colony shortly for India, will be disbanded at Jhelum, in the Punjab.

The Francis Brothers' entertainment takes place in the City Hall this evening, commencing at nine o'clock. The Brothers have secured the patronage of Their Excellencies Sir Henry Blake and Major-General Gascoigne.

A competition in connection with the Hongkong Rifle Association will be held on the range at Kowloon at 2.30 this afternoon, when spoons will be shot for and practice held in connection with the approaching Interport match.

The rat-catching staff of the Sanitary Department have gone out on strike for more wages. Their present rate of pay is \$2 a month with quarters and one cent and a half for each rat killed. They gave no notice of their intention to strike.

General Gascoigne has been appointed to the district command at Lucknow.

The Japanese despatch-boat *Yayeyama*, which stranded recently off the Hokkaido, was refloated on the 1st inst.

Russia forbids Jews to reside in Manchuria. The inference, says a despatch to a Japanese paper, is that she intends to retain possession.

The Nippon Yusen Kaisha in Japan is said to be dismissing a large part of its native staff, and taking on foreigners.

Prince Tsai Chien, the Chinese special envoy to the Coronation, arrived at Tokyo on the 1st and was received the next day by the Emperor and Empress of Japan.

A Japanese paper says that forged Hongkong and Shanghai Bank notes for \$50, dated March 1898, and signed "G. H. N. Sexton," have been found in circulation.

The Mr. Wilson who died of cholera on the *Saikio* was a representative of the Duplex Press, Co. of Battle Creek, Michigan, who had gone to Manila to instal some of the company's presses.

Count Matsukata has contradicted his reported depreciation of the Trans-Siberian railway and says now that nothing could possibly have been more comfortable than the journey or nothing better appointed than the carriages.

Great Britain has selected Sir Claude Macdonald, and Italy the Commander-in-Chief of the Italian squadron in Far Eastern waters, to represent them at the celebration of the 40th anniversary of the Coronation of the Emperor of Corea.

The affairs of the Eastern Hongwanji Buddhists of Japan have been amicably settled. The Lord Abbot is not to be deposed, but has dismissed his lady friends, and the deficit of half-a-million yen in the funds of the Society is not to be investigated.

Prince Komatsu arrived at Shinbashi on the 30th and was received by Princess Komatsu, escorted by Prince Kan-in, the representatives of the Crown Prince and the young Imperial Princesses, the Princes of the Blood, Ministers of State, the members of the Diplomatic Body, etc., etc.

Mr. John Barrett, the Special Commissioner of the Louisiana Purchase Exposition, has left by the *Kaitan* for Foochow, to interview the Viceroy there in connection with his mission. He will then go to Shanghai to see Chang Tso-jen, Chinese Minister of Commerce, and return by the *s.s. Korea*, en route for India and Australia.

By kind permission of Major Eeher and officers, the band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 to 9.30 p.m. Programme:—
March "Vom Donaustrand," Frits
Overture "Sunlight and Shade," Parker
Kantata "Reminiscences of Scotland," Godfrey
Waltz "Dorothy," Buchanan
Selection "Pearl Fishery," Grieg
Polka "Orpheus aux Enfers," Offenbach
Polka "Chateau en Espagne," Waldteufel
EXTRA.
Pizzicato Solo "Pizzicato," Green
Waltz "Valse Bleue," Margie
"God Save the King."

Nineteen bluejackets belonging to the British man-of-war *Argonaut*, now in Yokohama reports the *Japan Herald* of the 1st inst., were arrested on the 29th ult. for overstaying their leave ashore. While they were being conveyed to their ship in a steam-launch under the escort of five or six police constables, just after the boat had left the shore, one of the men jumped overboard and was followed by two others. The policemen were taken by surprise, but several constables also jumped into the water and brought the bluejackets back on board the boat. The men were then safely transferred to their ship.

A company known as "The Chinese-American Commercial Company" has filed articles of incorporation with a capital of \$1,000,000 in San Francisco. The chief promoters of the new company are Messrs. Ho Yow, for six years Chinese Consul-General to the United States, and six business men in San Francisco. The purpose of the company is to develop business and trade between China and the United States. Mr. Ho Yow, it is stated, will retire temporarily from Chinese diplomatic service to manage the affairs of the company in China. The company will establish commercial museums for the exhibition of American manufactures and products all over China, and will do the same in America for the Chinese products.

The *Shanghai Times* publishes the following telegram dated Manila, 7th September:—Governor Taft finds faction feeling much higher among political aspirants in the Philippines than when he went away last year. Natives upon whom he bestowed high office because of their supposed influence over the Filipinos have apparently served themselves rather than any superior allegiance, with the result that the Federal Party has become mainly an office-holding clique, intent on saving official places and emoluments for themselves. Daily conferences at the Governor's office are understood to threaten an official shake-up in the near future. Americans left in charge of the civil administration in the provinces are arriving in Manila to report on outside conditions. Many political changes will probably result. General Wright, who was Acting-Governor, will soon go home on leave. In the edition case, in which the editor and publisher of the *Freedom* are on trial for criticising civil administration and native appointments to office, appeal will be carried from the Insular Tribunal to Washington, on the constitutional ground which guarantees freedom of speech and press.

According to a telegram dated Berlin, 5th September, the U. S. military officers, who as guests of the Emperor are witnessing the German manoeuvres, are much distinguished. Especially in this case with General Wood, who is considered to be the future commander-in-chief of the United States army.

At a farewell party given at Cardiff on the 31st ult. before the departure of the Japanese Coronation Squadron (*Asama* and *Takasago*), Sir Edward Reed, M.P. for Cardiff, characterised the Anglo-Japanese alliance as a most useful and honourable instrument to both parties. The officers of the two cruisers visited the coal-beds before sailing.

News reaches us via America that in the international chess tournament at Hanover, Janowski, by beating Wolf in the morning sitting on the 9th ult. (one day later than our previous information), made sure of the first prize, having reached a total of 121 points which none of his competitors for first honours were able to reach. Pillsbury stood next to the leader with 11 points, and Atkins, the young English player, third with 10 points.

According to a Tokyo despatch, a Japanese merchant was attacked by pirates recently in the vicinity of Mokpo, Corea, and his vessel captured. The Japanese gunboat *Chikushi*, now in Korean waters, is in pursuit of the pirates. It is reported from Fusan that the gunboat arrived there on the morning of the 2nd inst., and after taking on board a clerk in the Consulate, sailed for Sloan Island, in the neighbourhood of which the pirates were supposed to be.

A notice is said to have been posted by the German authorities in the railway stations in Kiaochow to the effect that foreigners and Chinese must travel in separate cars, and that no one will be allowed on any of the trains who shows any symptom of cholera. This has been thought to be necessary on account of the specially virulent form that the disease has taken. Though the epidemic does not appear to spread, a greater proportion of deaths is reported than earlier in the season. Since the first appearance of the disease more than 500 deaths have occurred.

According to the *Ostasiatische Lloyd*, the German naval authorities have now fixed the type for the new river gunboats for service on the China Station. The boats will be of 170 tons and the dimensions are as follows:—Length 48 metres, beam 8 metres, draught 61 centimetres, with a speed of at least 13 knots per hour. This new type of boat will be built of Siemens-Martin steel and be protected by 8 millimetre nickel-steel plates, whilst the armament will consist of one 8.8 and one 5 centimetre quick-firing gun, and also 2 machine guns. The boats will carry complements of 33 officers and men.

It is rumoured that during the 10th moon Viceroy Yuan Shikai will be granted leave to go home and will be replaced, for the time being, by Chou-fu, Governor of Shantung, who will eventually be Viceroy, says the *China Times*. "Yuan," it is said, "was never a favourite with the powers that be, and now that his term of usefulness is ended by the return of Tientsin and the departure of the troops, can easily be done without." A year ago foreigners used to say to one another, "We shall be safe enough so long as the troops are here." When the troops began to go, they said "We shall be safe so long as Yuan is Viceroy." And if both foreign commanders and the only trustworthy Chinese commander are gone, what then?

DEATH OF MR. D. E. CRAWFORD.

Messrs. Lane, Crawford & Co. informed us yesterday that they were in receipt of a telegram from home announcing the death of Mr. D. E. Crawford on the 10th inst. The deceased gentleman was lately the principal of this well-known firm. Mr. and Mrs. Crawford were residing in Parkside, Glasgow, previous to the sad event, and although not so stated in the cablegram, it is presumed that Mr. Crawford died there. According to latest mail news from home, Mr. Crawford was in good health, so that his sad must have been sudden. Mr. Crawford quitted Hongkong last year. He left the Far East in 1888, but returned here in 1895, after spending about six more years in the Colony he finally retired from the business. He was well known and highly respected in Hongkong and the Far East generally, and the news of his death will be heard with regret by a very large number of China residents. During his stay in Hongkong he was a prominent figure in public affairs and he was a warm and liberal supporter of the various benevolent schemes of the Colony. He was a J.P., he filled for long the post of Hon. Treasurer of the St. Andrew's Society, and sat on the Committee of Management of the Union Church. Mr. Crawford leaves a son and three daughters. The son, Frank, is studying at Glasgow University. One of the daughters is married to Mr. Duncan Clark, of Messrs. Lane, Crawford & Co., a second to Mr. G. A. Caldwell, and the other is married in England. To the bereaved family we, in common with all their friends and acquaintances, tender our sincere sympathy.

LATEST STEAMER MOVEMENTS.

The *E. & A. steamer Airie*, from Sydney, &c., has left Port Darwin for Manila and this port, and is due here on the 22nd inst.
The Russian steamer *Manchuria* left Singapore yesterday afternoon, and may be expected here on or about the 18th inst.
The British steamer *Shamout* arrived at Yokohama from Tacoma on the 12th inst.

TELEGRAMS.

REUTERS'S SERVICE.

LONDON, 10th September.

THE NEW AMERICAN STEAMSHIP LINE.

An American-Asiatic Steamship Company has been formed in New York for the purpose of establishing a monthly service of steamers from New York to the Far East.

CRIMES ACT PROSECUTIONS.

Summonses under the Crimes Act have been served on the editor and publishers of the *Irish People* at Dublin, on charges of intimidation and criminal conspiracy.

LATER.

THE ST. LEGER.

The following is the result of the race for the St. Leger Stakes, run at Doncaster to-day.
Sceptre 1
Rising Glass 2
Frier Tuck 3

THE SINKING OF A HAITIAN GUNBOAT.

Captain Killick, commanding the *Criste-Pierrot*, remained on board his ship to fire the powder magazine, and perished.

THE BOER GENERALS IN HOLLAND.

The Dutch Premier had a long interview with the Boer Generals Botha, Delarey, and De Wet to-day.

UNIVERSAL TRADING CO., LD.

The second ordinary annual meeting of shareholders in the above Company was held at the office, 4, Des Vaux Road Central, at noon yesterday. Mr. Ellis Kadoorie, the general manager, presided, and the others present were Messrs. Chan Siu Ki, Lau Chupak, Kwong Po Shih, Poon Yuen Chuen, and H. A. Meyer (secretary).

This notice convening the meeting having been read,

The CHAIRMAN said:—Gentlemen,—The report and accounts having been in your hands for some time, I shall, with your permission, take them up. As you will have seen by the report, we are unable to declare a dividend for our last year. It is to be regretted that owing to a combination of circumstances which it was quite impossible to foresee, we find ourselves in this position. You will, however, observe that our property in Shanghai, which has absorbed \$82,317, is as yet unproductive, but this will only be until November next, when it is hoped that it will be completed and occupied. I have nothing further to add, but if any shareholder has any question to ask I shall be pleased to answer it.

There were no questions, and on the motion of the CHAIRMAN, seconded by Mr. LAU CHUPAK, the report and accounts were adopted and passed.

The next business was the re-election of an auditor of Mr. W. H. Potts, and on the motion of Mr. CHAU SIU KI, seconded by Mr. KWONG PO SHIH, the reappointment was duly made. This was all the business.

THE SEVEN-MASTED SCHOONER.

The *Thomas W. Lawson*, a seven-masted schooner, was launched at Quincy, Mass., on the 10th July last. The *New York Herald* of the following day publishes a photo and description of the vessel in which is given the name of each of the seven masts, and although some of these names are included in the average landman's knowledge of things nautical, others again smack of the gold-links or the billiard-table. For instance, while we have at various times had pointed out to us by maritime friends the position of the fore, main, mizzen, and spanker masts, we were under the impression that the jigger, driver, and pusher [?] were terms invented by the golfer and coined for the purpose of confusing a novice trying to take an interest in the game. The length of this wonderful ship-building creation is 308 feet, the beam 60 feet, and the depth 34 feet 5 inches. She has a cargo capacity of about 8,100 tons, and her displacement when loaded is 11,000 tons, the load draught being 20 feet. To move this enormous bulk through the water 43,000 square feet of canvas, divided among twenty-five sails, is provided. The lower masts are of steel and the topmasts of Oregon pine. The use of steam in operating the sails renders necessary a crew of only sixteen men. The *Lawson* cost a quarter of a million dollars (gold).

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL 100 AUGUST.

The following scores were returned:—
CAPTAIN'S CUP.
Mr. G. B. Thornhill, R.A. 101 — 20 = 80
Capt. R. C. Morris, R.A. 97 — 15 = 82
Mr. C. P. Chatter 102 — 20 = 82
Mr. C. A. Parker, R.N. 102 — 18 = 81
Mr. C. H. P. Hay 98 — 13 = 85
Mr. E. J. Grist 91 — 5 = 86
Mr. A. B. Lawson 92 — 6 = 88
Mr. J. B. Lee 106 — 20 = 96

19 entries.

POOL.
Mr. G. B. Thornhill, R.A. 100 — 20 = 80
Mr. E. J. Grist 97 — 5 = 82
Mr. C. P. Chatter 102 — 20 = 82
Mr. C. H. P. Hay 98 — 13 = 85
Lieut. A. P. Solfer, R.N. 105 — 20 = 85
Mr. A. B. Lawson 92 — 6 = 88
Mr. J. B. Lee 106 — 20 = 96
Mr. C. M. G. Burns 85 — 1 = 87
Capt. J. F. Phillips, R.M.L.I. 103 — 10 = 93
23 entries.

SUPREME COURT.

Friday, 12th September.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUNISH J. DOB).

C. T. KEW, C. A. OR.

In this case Chadwick T. Kew, dental surgeon, 29, Queen's Road Central, and A. On, photographer, who carried on business on the second floor of the same house, for the sum of \$125, being damages caused to the plaintiff through the alleged default of the defendant in wrongfully opening a window in the wall and roof of the said premises whereby certain furniture and other articles belonging to the plaintiff were damaged, and for certain expenses incurred by the plaintiff in connection therewith. The case was heard on the 4th inst. After hearing evidence, his Lordship reserved judgment. Mr. P. W. Goldring, of Messrs. Deacon and Hastings, solicitors, appeared for the plaintiff, and Mr. F. X. d'Almeida e Castro, solicitor, for the defendant.

In his evidence plaintiff deposed that during the recent rains he had on many occasions sent messages up to the defendant's studio complaining of the water coming in to his surgery. During the typhoon of 2nd August last, water came in to such an extent that nearly all his furniture was damaged. The defendant deposed that the damage to his studio was caused by the typhoon, and he relied on two defences: (1) that the damages were caused by the act of God, and (2) that the landlord was liable for the damages, as in the plaintiff's agreement for lease with the landlord it was stipulated, *inter alia*, "that the landlord shall keep the roofs in a water-tight condition." His Lordship in giving judgment said it was clear, in his opinion, that the defendant could not succeed in his defence, as, in that case, such defences would constantly be raised in actions for damages caused by typhoons during the summer months, and he was of opinion that the damages were not caused "by the act of God." The defendant should have kept his studio in order so as to avoid damages by typhoon. Regarding the second defence, his Lordship said that in this case it was not the landlord's duty to keep the glass panes in defendant's studio in proper repair, so that that defence also fell to the ground. He therefore gave judgment for the plaintiff for the full amount claimed, with costs.

The Court adjourned.

POLICE COURT.

Friday, 12th September.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

ALLEGED ATTEMPTED FRAUD ON THE HONGKONG AND SHANGHAI BANK.
The hearing of the charges against the Jew Saul Levy was resumed.

Several other witnesses were called for the defence to prove that defendant had no guilty knowledge when he presented the notes at the Hongkong and Shanghai Bank, and which he was found to be in possession of other forged notes.

Jacob Benjamin Jacobs, assistant manager of the Queen's Hotel, said he had been acquainted with defendant for seven or eight months, and knew for a fact that he could speak with fluency only in his own language, Hebrew. He could also speak a few words of Hindustani, but witness had never heard him express himself in English. Further, as far as witness was aware, defendant could write only in Hebrew. By Mr. Master.—During the past seven months witness had had ten or twelve conversations with defendant on general matters. These conversations took place in the house of defendant's mother-in-law; on two or three occasions witness asked him in their own language if he understood English, and the reply was always in the negative. Witness would not swear that defendant was entirely ignorant of that language, but he might possibly be able to speak a little "pidgin" English. "Come here," "go there," "no wambies," and such expressions. Witness was not aware if defendant's knowledge of "pidgin" English extended to the expression, "I come back one clock." Defendant was a hawker of miscellaneous goods, but witness did not know how much he made out of the business.

Mr. Hastings, in summing up, contended that the prosecution had failed to prove that there was guilty knowledge on the part of defendant. Proceeding, he laid stress on the fact that the client, instead of going to Canton or some other place where the disposal of the notes would have been made easy, had been aware of their being forgeries, and anxious to get rid of them with the least possible risk to himself, went to the Hongkong and Shanghai Bank itself and handed the notes over to the cashier for entry in his pass book. Was that the action of a guilty man? If the prosecution were to be believed, defendant was either a daring knave or the biggest fool on record. Then again, he did not ask to have the note cashed in which case the risk of discovery would have been lessened, but simply to have them credited to his account. Another strong proof of his innocence was that he gave his proper name and address, and when the police ordered to search his house, he gave the key in which the notes were placed, was immediately questioned, and they were handed over. That fact, and the other one, that the notes were found in the box of a child who might, at any time have taken them out into the street, thus curtailing discovery, were strong points in defendant's favour. Mr. Hastings, after reviewing other material points for the defence, submitted that the prosecution had completely failed to establish its case, and asked his Worship to discharge defendant. As to the case for the defence, could evidence be stronger than that of the little ten-year-old son of defendant, whose story of how he found the notes was not only possible but highly probable. In all the circumstances, Mr. Hastings was of opinion that there was absolutely no case to go to the jury, and reiterated his request for the dismissal of the charges.

His Worship, who said it was not necessary for him to hear the defence, the prosecution, committed the prisoner for trial.

The charge against the girl was withdrawn, and she was liberated.

Mr. Hastings made an unsuccessful application for bail for his client.

A FORBIDDEN TUXEDO.

A prisoner's worst punishment, in many cases, is his enforced absence from tobacco, and Chan Wing, a coolie who was a victim of friends reforming an Victoria Gaslight Company on their plight and brought with him a couple of pounds of tobacco when he made his periodic visit to the prison. The tobacco, however, was discovered on his person, and now Chan Wing is experiencing the vicissitudes he sought to relieve in the case of others, the Magistrate sentencing him to two months' hard labour.

V.R.C. AQUATIC SPORTS.

SECOND DAY.

The annual aquatic sports of the Victoria Recreation Club were continued at the Club's enclosure at Kowloon yesterday afternoon in presence of a large attendance of spectators. The various events filled well on the whole and some close finishes were witnessed. Messrs. W. A. Crake and E. M. Hazeland acted as umpires. Mr. H. W. B. Kennett as starter, Messrs. M. McIver and M. A. A. Souza as handicappers, and Mr. W. Orchar as time-keeper. The popular hon. secretary, Mr. F. W. White, was unable [through indisposition] to be present. Appended are the results:—

CHAMPIONSHIP OF THE COLONY, 200 yards (Six lengths). Open to all comers. 1st Prize presented by Hon. R. Shewan. 2nd Prize presented.

1. N. H. Alves.
2. C. J. Cooke.

Time—2 mins. 45 secs.

There were two entrants. Alves got off well and gradually increasing his lead won comfortably by about a length. A. Humphreys gave up in the last length.

SWIM UNDER WATER, Two Prizes. 1st Prize presented by W. A. Crake. 2nd Prize presented. (The distance is calculated to the point where the water is first broken by any part of the body.)

1. A. Humphreys—142ft. 2in.
2. M. A. Razzack—138ft. 6in.
3. H. S. Holmes—135ft. 10in.

Each competitor was allowed three tries. Humphreys's record was a magnificent effort eliciting great applause from the spectators. Razzack came in contact with the end of the pool on his first attempt; otherwise he might have done better.

BOYS' RACE (11 to 15 years of age). Two Lengths (Handicap). Two Prizes. Post entries. Sons or brothers of members only admitted.

1. H. Seyer. 7secs.
2. E. Alves. Scratch.
3. J. V. Ribeiro. 3secs.

Time—53 4/5secs.

This race caused much enthusiasm among the onlookers. E. Alves, "the little chap," swam splendidly and was beaten by only about a length by the backmarker. J. V. Ribeiro made a plucky fight too, but was outdistanced and did not finish.

FOUR LENGTHS (Handicap). Two Prizes. 1st Prize presented by J. R. M. Smith, Esq. 2nd Prize presented. Second Heat.

1. W. Schumaker. 7secs.
2. F. K. Tata. 4secs.
3. A. J. Mackie. 5secs.

Time—1min. 50 4/5secs.

There were six starters. Schumaker swam very strongly throughout and won a hard race by about a length. As only the first two swam in the final, there was special interest shown as to who would win second honors. Mackie and Tata starting off almost the same mark kept close together during the race, but Tata's start of one second stood him in good stead and he won by a short arm's length. The scratch man, N. H. Alves, was just a trifle too much penalized starting at 22secs. If the odd 2 secs. had been knocked off he would certainly have got a place, and he deserved it. As it was, he finished a good fourth.

BURNING RAZOR FROM SPRING BOARD. Two Prizes. 1st Prize presented by Hart Bock, Esq. 2nd Prize presented.

1. J. H. B. Hanco.
2. M. A. Razzack.

Over half-a-dozen competitors took part, and some good diving was shown. It was a very close thing between Hanco and Razzack, both showing good entry and recovery. Hanco, however, showed a slight superiority in entry.

TEAM RACE.

1. A. Humphreys, J. H. B. Hanco, A. V. Barros, J. M. Pereira, F. K. Tata, F. A. V. Ribeiro, O. F. Ozorio.
2. N. H. Alves, F. M. Pereira, C. M. Alves, A. J. Mackie, M. A. Razzack, W. T. Andrew, H. S. Holmes.

Time—5mins. 55secs.

Three teams competed. The one that was not placed was weak and never made a show. The race from the start was seen to lie between the two given above. They kept very level until their last man each entered the water and the finish was exciting. As usual the teams each kept their best man till the last, these being respectively Humphreys and N. H. Alves. When Humphreys got the word to go, his team had gained a slight advantage over Alves's. This advantage he maintained to the finish, winning by a length.

This closed the programme. To-day the Sports will be concluded, a start being made at 4 o'clock. His Excellency the Governor Sir Henry A. Blake, G.C.M.G., and party will be present; also Commodore and Mrs. Robinson. The ceremony of presenting the prizes will be performed by Mrs. Robinson. The ladies of Hongkong are invited to be present. By kind permission of Lieut. Colonel Birdwood and officers, the band of the 10th Bombay Infantry will play musical selections.

Old newspapers will shortly be turned into new ones by means of a process, which, the inventor says, will save the paper manufacturer something like 50 per cent. At a laboratory in the Borough the other day Herr Knopf of Munich University demonstrated a process by which a printed page can be made into pulp, cleared of the ink, and made again into a sheet of paper, almost milk-white in colour. The commercial value of the invention is said to be great.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their Weekly Share Report, dated Hongkong, 12th September:—We have no improvement to report in the general condition of our market, which continued very dull and inactive.

BANKS.—Hongkong and Shanghai are slightly better in the sales and further buyers at \$585. Shares can be procured at \$587 1/2. London quotes \$283, an advance of 20/- on the week.

MARINE INSURANCE.—Unions have been purchased and continue in request at \$400. China Traders have been placed at \$57 1/2. Cantoners are wanted at \$175. North China are obtainable at Tls. 157 1/2, and Yangtzees at \$127 1/2.

FIRE INSURANCE.—Hongkong Firms are wanted at \$335. China Firms have sold at \$24, and are now enquired for at \$24 1/2.

SHIPPING.—Hongkong, Canton and Macao have been booked at \$36 1/2, and close steady. Indo-China continue erratic. A small demand in the middle of the week raised the rate to \$81 with nothing obtainable locally under \$82, but a weakening tendency has again set in, and a few shares could be obtained to-day at \$80. China Mailers after dropping to \$19 have attracted some attention, and shares can now be placed at \$23 1/2. Douglas have sold and are wanted at \$42. Star Ferries have declined to \$20 sellers (old) and \$10 1/2 buyers (new). Shell Transporters can be procured at the reduced rate of \$1 1/2 to \$2.

REFINERIES.—China Sugars are offering at \$97 1/2 with buyers at \$95. Luzons are quiet at \$10.

MINING.—Punjons have sold at \$4 1/2 and can now be placed at \$4 1/2. Kaps are quiet at \$5 with probable buyers.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are wanted at \$210. Hongkong and Kowloon Wharves can be placed at \$24, but sellers will not part under \$25. New Amoy Docks can still be placed at \$37.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands continue on offer at \$172 without attracting buyers. Kowloon Lands are on offer at \$30, and West Point at \$47 1/2. Hongkong Hotels are unchanged at \$131 and Orient Hotels at \$15. Humphreys Estates have sold at various rates from \$11 to \$1 1/2 and are in further request at the lower figure.

COTTON MILLS.—Hongkong Cottons are wanted at \$17 1/2, at which sales are reported. We have no other changes to report under this head.

MISCELLANEOUS.—Green Island Cements have been disposed of at \$19 1/2 and more shares are procurable. A. S. Watsons can be obtained at \$14 1/2. Ropes have declined to \$173 sellers. Fenwick have been purchased at \$47 1/2 and are wanted. Steam Water Boats are easier at \$9 1/2 sellers. Campbell Moores can be procured at \$35 ex the dividend and bonus of \$5 per share paid on the 10th instant. China Providents have sold at \$9 1/2 and are still on offer at the rate. Powells have been disposed of at \$9.

MEMOS.—Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., ordinary yearly meeting on the 15th inst. Douglas Steamship Co., Ltd., ordinary yearly meeting on the 27th inst.—transfer books close on the 13th inst.

AN INSECT VICTORY AT HONGKONG.

Under this heading the *Times of India* of the 29th ult. writes:—Although the campaign against anophelids can show a list of brilliant victories such as Havana, the Rome Marshes, and Contro Island, defeats and drawn battles have not been wanting. At Hongkong the Medical Officers are opposed by a peculiarly stubborn enemy, which disregards destroying fields and is hardly concerned at the filling up of the best and most comfortable breeding places. Last year's campaign in the Island Colony cannot be looked upon as a victory for the forces of sanitation. One section of the Medical Army was badly routed. Extensive operations were carried out at the Military Sanatorium. Magazine Gap, two hundred men of the Indian Regiment being employed. For a distance of three hundred yards the hills were cleared of brushwood and undergrowth, bogs were drained, and the anophelid-pools in the nullahs were filled up. But even this giant-like clearing of the enemy's country was useless. The anophelids apparently received large reinforcements, for fever was so prevalent during the autumn months that the station had to be vacated by the troops. It would be interesting to know what were the peculiar difficulties in this district which brought about the failure of an experiment seemingly of so thorough a character: probably the reason was that the area cleared was not large enough, and extensive breeding grounds were left outside the circle. The other plan of campaign was attended with little better results, larvicides were extensively used in the ravines during the summer months, but anophelid larvae were found in pools which had been treated. The conclusion to be drawn from this is that the larvicides were not used in sufficiently large quantities, and that a film of petroleum or kerosene oil is more deadly. At Hongkong oil was not used because it destroys the potability of the water, whereas the larvicides tried did not. The Medical Officer arrived at the same conclusion as the Chief Officer in the United Provinces, to whose report we referred the other day—that the only sure system is the thorough training of water-courses to prevent the formation of stagnant pools and marshy ground. In a hilly place like Hongkong it is doubtful, however, whether if all the nullahs were trained it would be possible to exterminate the insect, though their numbers might be reduced.

CHURCH SERVICES.

ST. PETER'S CHURCH.

(Corner of Des Vaux Road West and Western Street.)
14th September, 18th Sunday after Trinity.
7.30 a.m. Holy Communion.
Matins (11 a.m.).
Hymns, 4, 5, 8, 321, and 64.
Evangelion (6.30 p.m.).
Hymns, 534, 50, 18, and 73.
The Mission launch *Dayspring* will call on the ships between 9.15 and 10.30 a.m. and between 6.15 and 6 p.m. to bring mail across to the services; returning afterwards (Kowloon Police Pier at 10.30 and 6). The "Answering Penitent" is the call flag. All seats free. Strangers welcome.

GOSPEL HALL.

6, Arsenal Street, Top Floor, off Queen's Road East.
Meetings are held as follows:—Sunday—Acts 2, 4, 11 a.m.; Gospel Address, 6 p.m.
Tuesday—Soldiers' and Sailors' Bible Class, 6 p.m.
Thursday—General Bible Class, 6 p.m.
Saturday—Prayer Meeting, 6 p.m.

BOMBAY OPINIONS ON THE LEKIN QUESTION.

The events that have been taking place in China since the year 1900 will furnish the historian with some very interesting facts for the edification of posterity. Of tragedy and dramatic episodes he will find a bookful to write about, beginning with the attack on the Foreign Legations and ending with the massacre of the foreign devils. Of comedy he will find enough and to spare in the tactics employed by the Empress Dowager, first, in order to exterminate the hat-d foreigner from her dominions, and then in playing the Royal penitent and asking the ladies of the Legation to a tea party and loading them with baubles and a shower of crocodiles tears. To the politician the Boxer rising, and what followed in its train, may appear as a blessing in disguise and perhaps lead him to dream of a contrite China come to her senses at last.

To the matter-of-fact business man, who is after all, the most interested party, this situation seems with possibilities, glorious or otherwise, according to the skill with which each move of the game is played by the Great Powers. He will, therefore, be watching, with world-wide interest, from his factories in Germany and Vienna, his vineyards in France and Italy, his offices in England and America, and his great bazaars in India, the result of the game as far as the fate of the tremendous *lekin* question is concerned. It was natural, under the circumstances, that the Hon. Mr. S. M. Moses, Chairman of the Bank of Bombay, should in his speech at the shareholders' meeting which took place on the 7th instant, express his views on this important subject. He said:—"With reference to the negotiations going on between the British Government and China, it appears that in consideration of opening a few more ports to Foreign Trade and abolishing all the *lekin* stations throughout the Empire, the Chinese are to be allowed to raise the Import duty on goods passed through the Customs from 5 per cent. to 10 or 11 per cent. *ad valorem*. The new Treaty looks very favourable on the face of it, and it would be an excellent one if it were carried out. But, from my experience after a long residence in China, I am of opinion that the Chinese Government have no power, even if willing, to carry this arrangement into effect. China is a large country and the army of *lekin* tax-collectors who have subsisted on this profession from time immemorial, will begin to levy blackmail on foreign goods taken into the interior, and it will be impossible to stop it. Owing to the facilities of inland navigation by canals throughout China, we have no difficulty in practically protecting our commerce from time immemorial, but the new competition existing between the various viceroys. For instance, if one viceroy is satisfied with less *lekin* dues than his neighbour, he will have more goods passed through his Province. This has acted as a check on the tax. For my part, therefore, I think, it would be better to let the question of *lekin* remain in statu quo than submit our goods to a fixed extra duty of 5 or 8 per cent. besides the irregular and irregular duties in the interior without obtaining any permanent or substantial benefit in return."

Mr. Moses spoke with the authority of experience as regards the Chinese and their ways, as he was for a long time representing Messrs. David Sassoon and Company in the Far East during the sixties and seventies of the last century, when General Gordon was engaged in assisting the Imperialists to quell the rising rebellion and save the tea through the favour of the Chiefof Canton, and expressed to Sir Thomas Wade, who was then the British Minister, his views as to the facility of expecting any benefit from promises made on paper by the shuffling Celestial. The difficulties in the way of abolishing *lekin* are also recognized in Bombay by the principal firms doing business with China. None are sanguine as to the beneficial results, and for the same reason. Speaking of the possibility of a satisfactory arrangement being concluded between the Imperial Chinese Government and the Provincial Viceroys by which the latter would be entitled to a *quid pro quo*, for the loss of *lekin* dues, out of the surplus, the Hon. Mr. Moses favoured our representative with some of his reasons for not taking an optimistic view of the situation as unravelled by Renter. He said that admitting for the sake of argument, "conclusion," that the Chinese Government must teach us that the Chinese authorities are adept at making promises which they never intend to keep, and in giving plausible explanations for everything that may look suspicious in their agreements. We must also be assured that Chinese goods will not escape a fair taxation under any circumstances, referred to the Chiefof Canton in connection with which Sir Thomas Wade blundered so catastrophically. So far back as the year 1876, in a letter to a Shanghai paper in which Mr. Moses referred to the changes that were likely to be brought about at the time, owing to the new (Chiefof) Convention, matters stood on somewhat the same footing as the situation is at present, with this difference, that then *lekin* was to be made a legalised affair, and in this connection Mr. Moses wrote as follows:—"What guarantee have we that in the course of a few years tax will not be levied on the Chinese goods, and the substitution of the *lekin* now permanently regulated, which will hamper trade more than at present, and who amongst the victims will venture to depose against the Government with the chance of losing his head? All past experience has shown us that it is impossible to get a Chinaman to give evidence as to the amount of 'squeeze' being imposed on foreign goods in the interior."

These remarks, we may safely say, apply with equal force at the present juncture, and as to the possibility of a competition between the viceroys referred to in the speech quoted above, a letter written by Mr. Moses to the Shanghai Press, as far back as 1877, explains the situation fully to those who are not initiated into the ways of the greedy mandarin. He wrote in this connection that to understand the matter thoroughly one must bear in mind "that the fiscal system in China is totally different from that of other civilised nations. There the revenue goes to one common treasury, and the whole expense of the country are paid out from it. And the Governors or the heads of the various departments are so handsomely paid for their services that they all work faithfully and honestly for the State. But in China the provinces are treated as tributary States to the Government. The mandarins who buy their posts are bound to send their contributions annually to Peking, according to their abilities. Therefore, whilst in office, they naturally endeavour to make money, as much and as honestly as they can. As the transit

system is at present in vogue, importers pay the tariff duty on opium of about 30 per cent, and the native dealers supply the various markets in the interior through channels where they are subjected to the lightest taxes. If a mandarin is less greedy than his neighbours and is content with a smaller rate of *lekin*, he is thereby benefited by encouraging a larger quantity of opium to pass through his province. For instance, if the natives find they could supply Soochow with opium cheaper by shipping to Chinkiang, where *lekin* is moderate, and thence transshipping by boats to Soochow, they would rather do that than send it through the Soochow Creek from Shanghai, although the latter route is shorter. In that case the Shanghai authorities have either to reduce their *lekin* dues so as to bring them within the rates charged at Chinkiang or to lose their revenue altogether."

The above remarks and the letter itself were at the time quoted by the *Englishman* and the *Bombay Gazette* as deserving the attention of the Government of India. How little matters in China have progressed since the above lines were written in the seventies of the last century is shown by the remarks made by Mr. Moses at the recent meeting of the Bank of Bombay.

As a further example of the facility of depending on the good-will of the Chinese Government, he mentioned to our representative the subject of the opening up of treaty ports by China. "These treaty ports," he said, "flourished for a time, when newly opened, as very promising centres for the expansion of the foreigner's influence and trade interests. As, however, one by one the countries were opened up, they were then, as now, the theatre of whatever of any change in the beautiful prospects. Little by little, however, the Chinese merchants, who followed in the wake of the foreigners, began to compete with them and ousted them out of the field, and in course of time the foreigner had to shut up shop and give up the treaty ports. Where, then, is the good of accepting the opening of the treaty ports, mentioned by Renter, as a concession to the foreigners? These new ports are likely to benefit the Chinese trader far more than the foreigner, to please whom they are declared open, as the same things will happen, and after a time the foreign merchant will have to abandon the field to the ubiquitous native. 'What I have just said,' continued Mr. Moses, 'illustrates in a very good manner the way in which the Chinese authorities manage always to get on the best side of a given position as long as no actual fighting is concerned, and their ways will remain much the same for a good while longer unless a tremendous army is employed throughout the Empire for the special purpose of watching the *lekin* worshippers mandarin, and for putting a stop to their exceedingly cunning attempts at nullifying the object of our new treaty. I believe that it is the almost insurmountable difficulties with which the question of abolishing *lekin* is surrounded, and that the American Tariff Commissioner at Shanghai could not but recognize, that elicited from that high official the protest against meddling with present arrangements and thus drifting to unknown evils in order to escape from those that we have so long been accustomed to face with some degree of equanimity. Of course, we shall soon learn whether *lekin* on foreign goods only is to be abolished, as stated by Lord Cromborne in Parliament, or whether, as the Peking and Shanghai correspondents of the *Times* inform us, it is to be abolished in respect of all goods, both foreign and Chinese, throughout the Empire. Be this as it may, I can conceive of no written understanding with China that is likely to do away with the possibility of our facing unknown troubles, in the future, and the publication of the terms embodied therein will be, therefore, awaited with much interest. It is only for the sake of any being informed as to how Sir James Mackay and his advisers were led to expect in all sincerity such a revolutionary concession as the total abolition of *lekin* from the Chinese Government. As to the *quid pro quo* to the Provincial Viceroys, only a slight acquaintance with the policy, the traditions and the needs of the Imperial Government at Peking, would suffice to make one regard the suggestion as chimerical. Every cent that is added to the coffers of the Peking Government, through the imposition of a surtax, will belong to it, and that it is likely that the Peking Government will invite the provincial authorities to receive a share of the additional revenue is not easy to imagine. 'For these reasons,' he went on, 'I do not view the abolition of *lekin* as an unmitigated blessing; on the contrary, I am of opinion that it is not wise to interfere with existing arrangements. It is no use,' Mr. Moses stated in conclusion, 'to expect the Chinese Government to undertake a thing which is beyond its power, and to carry it out successfully, and it does not require much wisdom to grasp this simple fact.'—*Indian Textile Journal*.

U.S. CLAIMS TO WAKE AND MIDWAY ISLANDS.

A Washington despatch of the 10th ult. appearing in the *San Francisco Chronicle* says:—"Orders have been issued by the Navy Department providing for a visit of the cruiser *Adams* to Wake Island and the Midway Islands, in the Pacific Ocean, belonging to the United States. This action has been determined on as a result of a recent communication received at the department from the master of the transport *Buford*, who reported that while approaching Wake Island in June last he discovered it inhabited by a party of Japanese. While the steamship *Nero* was making a survey of the Pacific for a trans-Pacific cable in 1899 she discovered the Midway Islands were also inhabited by Japanese, which was somewhat surprising, as the islands always have belonged to this Government. 'Always have' seems a somewhat extended claim; the Monroe doctrine is not, surely, yet extended to the Pacific, comments the *Kobe Chronicle*.

The *Adams* will be in charge of Commander Fox, who will make an investigation of the circumstances connected with the case of both Wake Island and the Midway Islands, and if it is ascertained that the Japanese have settled in these islands with the sanction of their Government with a view of laying the basis for a claim of sovereignty over them, representations will be made to Japan on the subject for the purpose of securing their removal. The *Adams* will also touch at the Hawaiian Islands and will visit each one of the group. It will be remembered that a telegram from our London correspondent reported that the Japanese Minister at Washington had declared that Japan has an intention of claiming sovereignty over Midway Island or Wake Island. It was also stated that the Japanese settlers would not be interfered with by the United States unless a claim to sovereignty was made.

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PROMPT RETURN.

COUNT MATSUGATA IN RUSSIA.

The *Times* correspondent at St. Petersburg writes on August 1st:—

Count Matsugata, the eminent Japanese statesman, will leave St. Petersburg in some three or four days, and will return to Japan in the suite of Prince Komatsu by way of the Siberian and Manchurian railroads. During the course of his visit to Europe Count Matsugata has thoroughly familiarised himself with all the principal questions of European politics. He has not confined his attention to those subjects which directly affect Japan, but has sought to obtain as much information as possible in his intercourse with the leading statesmen of London, Berlin, St. Petersburg, and other capitals. In the course of conversations which I have had the honour to have with his Excellency he showed, for instance, the greatest interest in the present state of Anglo-Italian relations. He expressed his complete concurrence in the view which has so often been advocated by the *Times* that the maintenance of the good understanding between Great Britain and Italy is of the utmost importance for both countries. He warmly approved of the action of Mr. Chamberlain in withdrawing the language from the ultimatum in Malta, as whatever might be said in favour of that proclamation the fact remained that the friendship of Italy was well worth the sacrifice which was made. But as is only natural in a statesman whose chief fame rests on his financial achievements, Count Matsugata showed the greatest interest in commercial and economical questions. He discussed Mr. Witte's proposal to call congress to consider what action could be taken to put a stop to the unhealthy development of the trust system, and admitted that he did not regard the suggestion as at all practicable. He did not see what good such a congress would do, and he expressed the opinion that some of the great modern syndicates were more likely to end in failure than in success. Turning to another subject, he spoke of the difficulty experienced by China in paying the indemnity to the Powers, and said it was but another proof of the impossibility of maintaining a silver standard. He hoped that the lesson would be without effect on the Chinese Government, and would lead them to adopt the more stable gold standard. The representatives of the Powers would, however, have done better if they had stipulated that the indemnity should be assessed in English money, as was done at the close of the war between China and Japan. It may interest English readers to learn that he is strongly of the opinion that to carry out the decisions of the Brussels Conference and to place higher duties on bounty-fed than on non-bounty-fed sugar would be a breach of the most-favoured-nation clauses in the existing commercial treaties. That, I understand from other sources, is also the view of the Japanese Government. Count Matsugata does not, however, regard as a convincing the arguments employed by the Russian Minister of Finance to establish a sort of logical connection between bounties and syndicates. The two questions, he thinks, differ in kind, and should be treated separately. The Japanese statesman takes the keenest interest in the projects for the improvement of the ports of London and Liverpool. He was much struck with the inadequacy of the Dock accommodation. He contrasted it very unfavourably with Antwerp and Hamburg, and thought it strange that a country so rich as England should not be able to have docks at least as good as those of Belgium and Germany. Referring to this discussion, he said, urgently needed in view of the growing keenness of international competition.

PAOTINGFU.

Paotingfu, 24th August.
The city is less stirring, now that the Governor and his large staff have departed. However, we have our consolations. A telephone connects the yamen here with that in Tientsin. The street-paving goes ahead somewhat intermittently. A Japanese contractor is tampering for water in the Lotus Park. Something like 140 ft. has been accomplished.

THE NEW PALACE.
The Imperial buildings go briskly forward under over 800 workmen. 214 *chuen* or rooms of buildings in the total, and the walls and roofs are pretty well accomplished. The stone walls for one small pond are well advanced. Twelve wan of taels (Tls. 120,000) are supposed to cover the total expense, not an extravagant price for a palace, surely.

RAILWAY EXTENSION.
Ralls and sleepers for the Lu-Han extension are still being unloaded from the river boats. It is to be hoped that no one is in any haste over this transference, for if so there must be considerable anxiety before it is accomplished.

A NOTABLE ANNIVERSARY.
Tientsin has been celebrated by a three days' matched meeting on the compound of the American Board Mission. The flags of the eight nations were tastefully devised and used for drapery. The combination of festival and midsummer meeting brought numbers from near and far. A marked feature was the part songs of the pupils of the Peking and Tientsin schools. Best of all, the whole affair was devised and carried out by the native members. Neighbours and city friends joined in and much good feeling resulted.—*N.C. Daily News*.

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GRACA & CO., Importers and Exporters of Foreign and Colonial POSTAGE STAMPS. 53, Peel Street, Hongkong. Have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums. Pictorial Post Cards—Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Phototype and Coloured Colotype. A assortment of Postage Stamp Albums, Lenses, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference. [1937]

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and Patent Medicine Vendors throughout the
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HONGKONG CLUB.

NOTICE

**THE SECOND HALF-YEARLY
DRAWING OF SIXTY-FIVE DE-
BENTURES OF THE HONGKONG CLUB,**
payable on TUESDAY, the 30th September,
1902, will be drawn at the HONGKONG CLUB
House, at 11 o'clock A.M. on FRIDAY, the
19th September, 1902.

Bearers of Debentures are invited to attend
the Drawing.

C. H. GRACE,
Secretary.

Hongkong, 11th September, 1902. [2430]

THE HONGKONG CLUB.

**ISSUE OF FIVE HUNDRED THOU-
SAND DOLLARS IN DEBENTURES
FOR SUMS OF FIVE HUNDRED
DOLLARS EACH.**

REPAYABLE on the 30th September, 1920,
or earlier, carrying interest at the rate of
5 per cent. per annum by equal half-yearly
payments on the 31st March and the 30th
September in each year.

The object of this issue of Debentures is to
provide funds for the general purposes of the
Club. The Debentures will be secured by a
charge on the whole of the property and build-
ings of the Club, which are valued at over
\$900,000.

It is now proposed to issue \$250,000 of the
Debentures in writing, for which must be
submitted in writing to the undersigned on or
before the 15th September, 1902.

For further Particulars and Conditions,
apply to

C. H. GRACE,
Secretary.

Hongkong, 1st September, 1902. [2333]

CHEONG LEE & CO.

FURNITURE STORE.
Established over 20 years.

IMPORTERS AND EXPORTERS of
Furniture, Carpets, Electro-Plate, and
Glassware, Dining-room and other Furniture
on Hire, &c. For the HIGHEST GRADE,
BEST and CHEAPEST.

8, QUEEN'S ROAD CENTRAL.
Right opposite Robinson Piano Co.
Hongkong, 20th November, 1901.

KING, HOEN & CO.
COAL MERCHANTS & STEVEDORES
Sole Agents for
KATSUNO COAL MINES.

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of Coal to and from steamers in Hongkong.
Boats and Coolies are always ready.
Nos. 15 & 17, LEE YUEN STREET WEST,
Hongkong, 28th August, 1902. [2305]

[PUBLISHED BY SPECIAL ARRANGEMENT.]
THE SEVEN SECRETS,BY
WILLIAM LE QUEUX(Author of "The Under-Secretary," "The Day
of Temptation," "Of Royal Blood,"
"Whoso Findeth a Wife," &c., &c.)

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CHAPTER XVI.

REVEALS AN ASTOUNDING FACT.

Dinner was announced, and I took Mrs. Mivart
into the room on the opposite side of the big old-
fashioned hall, a long low-ceilinged apartment the
size of the drawing-room, and hung with some fine
old family portraits and miniatures. Old Equire
Mivart had been an enthusiastic collector of
antique china, and the specimens of old Monte-
lupo and Urbino hanging upon the walls were
remarkable as being the finest in any private
collection in the country. Many were the visits
he had made to Italy to acquire these queer-
looking old medieval plates with their crude
colouring and rude fantastic drawings, and
certainly he was an acknowledged expert in
ceramics.

The big red-shaded lamp in the centre of the
table shed a soft light upon the snowy cloth, the
flowers and the glittering silver, and as my
hostess took her seat she sighed slightly, and
for the first time asked of Ethelwynn.

"I haven't seen her for a week," I was com-
pelled to admit. "Patients have been so numerous
that I haven't had time to go out to see her,
except at hours when calling at a friend's house
was out of the question."

"Do you like the Henrikers?" her mother
inquired, raising her eyes inquiringly to mine.

"Yes, I've found them very agreeable and
pleasant."

"How," the old lady ejaculated dubiously.
"Well, I don't. I met Mrs. Henriker once,
and I must say that I did not care for her in the
least. Ethelwynn is very fond of her, but to my
mind she's fast, and not at all a suitable com-
panion for a girl of my daughter's disposition. It
may be that I have an old woman's prejudice,
living as I do in the country always, but some-
how I can never bring myself to like her."

Mrs. Mivart, like the majority of elderly
widows who have given up the annual visit to
London in the season, was a trifle behind the
times. More charming an old lady could not
be, yet in common with all who vegetate in the
depths of rural England she was just a trifle
narrow-minded. In religion she found fault
narrowly with the village parson, whom she
declared was guilty of ritualistic practices, and
on the subject of her daughters she bemoaned
the latter-day emancipation of women, which
allowed them to go hither and thither at
their own free will. Like all such mothers,
she considered wealth a necessary adjunct to
happiness, and it had been with her heartiest
approval that Mary had married the unfor-
tunate Courtenay, notwithstanding the differ-
ence between the ages of bride and bridegroom. In
every particular the old lady was a typical
specimen of the equire's widow, as found in rural
England to-day.

Scarcely had we seated ourselves and I had
replied to her question when the door opened
and a slim figure in deep black entered and
mechanically took her chair. She crossed the
room, looking straight before her, and did not
notice my presence until she had seated herself
face to face with me.

Of a sudden her thin face lit up with a
smile of recognition, and she cried:
"Why, Doctor! Wherever did you come
from? No one told me you were here," and
across the table she stretched out her hand in
greeting.

"I thought you were reposing after your
long walk this morning, dear; so I did not
disturb you," her mother explained.

But heedless of the explanation, she continued
putting to me questions as to when I had left
town and reason of my visit there. To the latter
I returned an evasive answer, declaring
that I had run down because I had heard that
her mother was not altogether well.

"Yes, that's true," she said. "Poor mother
has been very queer of late. She seems so
distracted, and worries quite unnecessarily over
me. I wish you'd give her advice. Her state
causes me considerable anxiety."

"Very well," I said, feigning to laugh. "I
must diagnose the ailment, and see what can be
done."

The soup had been served, and as I carried
my spoon to my mouth I examined her furtively.
My hostess had excused me from dressing,
but her daughter, neat in her widow's collar and
cuffs, sat prim and upright; her eyes now and
then raised to mine in undisguised inquisitiveness.

She was a trifle paler than heretofore,
but her pallor was probably caused by the more
noticeable by the dead black she wore. Her
hair seemed thin, and her fingers toyed
nervously with her spoon in a manner which
betrayed a concealed agitation. Outwardly,
however, I detected no extraordinary signs of
either grief or anxiety. She spoke calmly, it
was true, in the tone of one upon whom a great
calamity had fallen, but that was only natural.
I did not expect to find her bright, laughing,
and light-hearted, like her old self in Richmond
Road.

As dinner proceeded I began to believe that
with a fond mother's solicitude for her
daughter's welfare Mrs. Mivart had slightly
exaggerated Mary's symptoms. They certainly
were not those of a woman plunged in inconsol-
able grief, for she was neither morose nor
artificially gay. As far as I could detect, not
even a single sigh escaped her.

She inquired of Ethelwynn and of the Hen-
rikers, remarking that she had a great deal to
tell them for over these weeks, and then when the
servants had left the room she placed her elbows
upon the table, at the risk of a breach of good
manners, and resting her chin upon her hands,
looked me full in the face, saying:

"Now, tell me the truth, Doctor. What has
been discovered regarding my poor husband's
death? Have the police obtained any clue
whatever to the assassin?"

"None—none whatever, I regret to say," was
my response.

"They are useless—worse than useless!" she
cried angrily. "They bumbled from the very
first."

"That's entirely my own opinion, dear," her
mother said. "Our police system nowadays is a
mere farce. The foreigners are far ahead of
us, even in the detection of crime. Surely the
mystery of your poor husband's death might
have been solved if they had worked sensibly."

"I believe that everything that could be done
has been done," I remarked. "The case was
placed in the hands of two of the smartest and
most experienced men at Scotland Yard, with
personal instructions from the Superintendent
of the Criminal Investigation Department to
leave no stone unturned in order to arrive at a
successful issue."

"And what has been done?" asked the young
widow in a tone of discontent. "Why,
absolutely nothing. There has, I suppose,
been a pretence at trying to solve the mystery,
but finding it too difficult they have given it
up, and turned their attention to some other
crime more open and plain-
sailing. I've no faith in the police whatever.
It's scandalous!"

I smiled, then said—
"My friend, Ambler Jevons—you know him,
for he dined at Richmond Road one evening—
has been most active in the affair."

"But let's not be detectives. How can we
expect to triumph where the police fail?"

"He often does," I declared. "His methods
are different from the hard and fast rules
followed by the police. He commences at
whatever point presents itself, and laboriously
works backwards with a patience that is ab-
solutely extraordinary. He has unearthed a
dozen crimes where Scotland Yard has failed."

"And is he engaged upon my poor husband's
case?" asked Mary, suddenly interested.

"Yes."

"For what reason?"

"Well—because he is one of those for whom
a mystery of crime has a fascinating attraction."

"But he must have some motive in devoting
time and patience to a matter which does
not concern him in the least," Mrs. Mivart
remarked.

"Whatever is the motive, I can assure you
that it is an entirely disinterested one," I said.

"But what has he discovered?" I said.

"I am quite in ignorance," I said. "We
are most intimate friends, but when engaged on
such an investigation, he tells me nothing of their
result until they are complete. All I know is
that he is at this moment that I seldom
see him. He is often in his office in the
City, but he has, I believe, recently been on a
trip to the Continent for two or three days."

"Abroad," she echoed. "Where?"

"I don't know. I met a mutual friend in the
Strand yesterday, and he told me that he had
returned yesterday."

"Has he been abroad in connection with the
inquiries, do you think?" Mrs. Mivart in-
quired.

"I really don't know. Probably he has.
When he takes a case in goes into it with
greater thoroughness than any detective living."

"Yes," Mary remarked. "I recollect now
the stories you used to tell us regarding him—
of his exciting adventures—of his patient
tracking of the guilty ones, and of his mar-
vellous ingenuity in laying traps to get them to
betray themselves. I now recollect quite well
that evening he came to Richmond Road with
you. He was a most interesting man."

"Let us hope he will be more successful than
the police," I said.

"Yes, Doctor," she remarked, sighing for the
first time. "I hope he will—for the mystery
of it all drives me to distraction." Then
placing both hands to her brow, she added,
"Ah! if we could only discover the truth—the
real truth!"

"Have patience," I urged. "A complicated
mystery such as this is not to be cleared up
without long and careful inquiry."

"Yes, in the months that have gone by surely
the police should have at least made some dis-
covery?" she said in a voice of complaint.

"Yet they have not the slightest clue."

"We can only wait," I said. "Perseverance, I
have confidence in my friend Jevons. If there
is a clue to be obtained depend upon it he will
scent it out."

I did not tell them of my misgivings, nor did
I explain how Ambler, having found himself
utterly baffled, had told me of his intention to
relinquish further effort. The dying trip
abroad might be in connection with the case,
but I felt confident that it was not. He knew,
as well as I did, that the truth was to be found
in England.

Again we spoke of Ethelwynn, and from
Mary's references to her sister I gathered that
a slight coolness had fallen between them.
She did not, somehow, speak of her in the
same terms of affection as formerly. It might
be that she shared her mother's prejudice,
and did not approve of her taking up her abode
with the Henrikers. Be it what it might, there
were palpable signs of strained relations.

Could it be possible, I wondered, that Mary
had learnt of her sister's secret engagement to
her husband?

I looked full at her as that thought flashed
through my mind. Yes, she presented a picture
of sweet and interesting widowhood. In her
voice, as in her countenance, was just that slight
touch of grief which told me plainly that she
was a broken, remorseful woman—a woman,
like many another, who knew not the value of a
tender, honest and indulgent husband until he
had been snatched from her. Mother and
daughter, both widows, were a truly sad and
sympathetic pair.

As we spoke I watched her eyes, and noted her
every movement attentively, but failed utterly
to discern any suggestion of what her mother
had said.

Once at mention of her dead husband, she had
of a sudden exclaimed in a low voice, full of
genuine emotion:

"Ah, yes. He was so kind, so good always.
I cannot believe that he will never come back."
And she burst into tears which her mother, with
a word of apology to me, quietly soothed away.

When we rose I accompanied them to the
drawing-room, but without any music and with
Mary's sad half-tragic countenance before me
the evening was glad when, in pursuance of the
country habit of retiring early, the maid brought
my candle and showed me to my room.

It was not yet ten o'clock, and feeling in no
mood for sleep, I took from my bag the novel I
had been reading on my journey, and throwing
myself into an armchair, first gave myself up
to deep reflection over a pipe, and afterwards
commenced to read.

The chiming of the church clock down in the
village aroused me, causing me to glance at my
watch. It was midnight, I rose, and going to
the window pulled aside the blind and looked
out upon the rural view lying calm and mys-
terious beneath the brilliant moonlight.

How different was that peaceful aspect to
the one to which I was, alas, accustomed—that
long blank wall in the noisy Marylebone Road.
There the cab bells tinkled all night, market-
wagons rumbled through the dawn, and the
moonbeams revealed drunk revellers after
"closing-time."

A strong desire seized me to go forth and
enjoy the splendid night. Such a treat of
peace and solitude was seldom afforded me,
as I was by the disinfectants in hospital
wards and the variety of perfumes and
pastilles in the rooms of wealthy patients.
Truly the life of a London doctor is the
most monotonous and laborious of any of the
learned professions, and little wonder is it that
when the jaded in dicio finds himself in the
country or by the sea he seldom fails to take
his fill of fresh air.

At first a difficulty presented itself in letting
myself out unheard; but I recollected that in
the new wing of the house, in which I had been
placed, there were no other bedrooms, therefore
with a little care I might descend undetected.
So taking my hat and stick I opened the door
stealthily, crept down the stairs, and in a few
minutes had made an adventurous exit by a
window—fearing the grating bolts of the door
—and was soon strolling across the grounds by
the private path, which I knew led through the
churchyard, and afterwards down to the river-
bank.

With Ethelwynn I had walked across the
meadows by that path on several occasions, and
in the dead silence of the brilliant night vivid
recollections of a warm summer's evening long

past came back to me—sweet remembrances of
days when we were childishly happy in each
other's love.

Nothing broke the quiet save the shrill cry
of some nightbird down by the river, and the
low roar of the distant weir. The sky was
cloudless, and the moon so bright that I could
have read a newspaper. I strolled on slowly,
breathing the refreshing air, and thinking
deeply over the complications of the situation.

In the final hour I had spent in the drawing-
room I had certainly detected in the young
widow a slight eccentricity of manner, not at
all accustomed, but yet sufficient to show me
that she had been strenuously concealing her
grief during my presence there.

Having swung myself over the stile I passed
round the village churchyard, where the moss-
grown grave-stones stood grim and ghostly in
the white light, and out across the meadows,
down to where the waters of the river Nene,
rippling on, were touched with silver. The
river-path was wide, running by the winding
bank, away to Peterborough and beyond. As
I gained the river's edge and walked beneath
the willows I heard now and then a sharp swift
rustling in the hedges, as some water rat or
other, disturbed by my presence, slipped away
into hiding. The rural peace of that brilliant
night attracted me, and finding a hurdle I
seated myself upon it, and taking out my pipe
enjoyed a smoke.

Ever since my student days I had longed for
a country life. The pleasures of the world of
London had no attraction for me, my ideal
being a snug country practice with Ethelwynn
as my wife. But alas! my ideal had been shat-
tered, like that of many a better man.

With this bitter reflection still in my mind,
my attention was attracted by low voices—as
though of two persons speaking earnestly
together. I glanced quickly around, but saw no one.

Again I listened, when of a sudden footsteps
sounded, coming down the path I had already
traversed. Beneath the deep shadow I saw
the dark figures of two persons. They were
speaking together, but in a tone so low that I
could not catch any word uttered.

Nevertheless as they emerged from the semi-
darkness the moon shone full upon them,
revealing to me that they were a man and a
woman.

Next instantary of blank amazement escaped me,
for I was utterly unprepared for the sight
I witnessed. I could not believe my eyes; nor
could you, my reader, had you been in my place.

The woman walking there close to me was
young Mrs. Courtenay—the man was none
other than her dead husband!

(To be continued.)

NOTICE OF FIRM

THE VICTORIA DISPENSARY.

NOTICE IS HEREBY GIVEN that Mr.
EDWARD LAMLEY has ceased to
be connected with our business.

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our REPRESENTATIVE for the HARBOUR
AND SHIPPING BUSINESS, and all orders
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THE VICTORIA DISPENSARY,

J. R. CAPELL,
Manager.

Hongkong, 5th August, 1902. [2115]

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Water on Blocks at Spring Tide ... 26 1/2

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J. W. KEW,
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Hongkong, 13th June, 1902. [165]CUTICURA
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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	PARRAMATTA	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	To-day, at Noon.
LONDON	DAEDANUS	Brit. str.	—	W. Hayward, R.N.R.	BUTTERFIELD & SWIRE	On 16th inst.
LONDON	CEYLON	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON	DIOMED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	NESTOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th October.
LONDON	ACHILLES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd October.
LONDON	MINELAS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th November.
LONDON	ACAMENON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th November.
LIVERPOOL DIRECT	EVARHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
MASSILLLES, LONDON & ANTWERP, &c.	IAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 20th inst., at Daylight.
MASSILLLES, LONDON & ANTWERP, &c.	LAOS	Jap. str.	—	Flaudin	MESSAGERIES MARITIMES	On 22nd inst., at 1 p.m.
GENOA, LONDON & ANTWERP	AWA MARU	Jap. str.	—	N. Tresselt	NIPPON YUSEN KAISHA	On 4th October, at Daylight.
BIGMEN, VIA PORTS OF CALL	PRINCESS IRENE	Ger. str.	2 m.	G. Danneberg	GIBB, LIVINGSTON & CO.	On or about 12th inst.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	MELCHERS & CO.	On 17th inst., at Noon.
HAVRE & HAMBURG	HAMBURG	Ger. str.	2 m.	Kirchner	HAMBURG-AMERIKA LINIE	On 17th inst., at 5 p.m.
HAVRE & HAMBURG	FRIBURG	Ger. str.	2 m.	Behrens	HAMBURG-AMERIKA LINIE	On 23rd October.
HAVRE & HAMBURG	SILVIA	Ger. str.	2 m.	Jaeger	HAMBURG-AMERIKA LINIE	On 23rd October.
HAVRE & HAMBURG	SEBASTIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 29th October.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 6th November.
TRIESTE, &c., via SINGAPORE, &c.	NIPPON	Aus. str.	—	Klausberger	SANDER, WIELER & CO.	On 19th November.
NEW YORK VIA PORTS & SUEZ CANAL	HEATHBURN	Brit. str.	2 m.	Sally	DODWELL & CO., LIMITED	On 1st December.
NEW YORK VIA SUEZ CANAL	GLENBOY	Brit. str.	—	McGregor	McGREGOR BROS. & GOW	On 17th inst.
NEW YORK VIA SUEZ CANAL	AFION	Brit. str.	—	Macgregor	SHEWAN, TOMES & CO.	On 25th inst.
NEW YORK VIA SUEZ CANAL	INDRANI	Brit. str.	—	JARDINE, MATHESON & CO.	STANDARD OIL CO. OF NEW YORK	On 30th inst.
YANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 5th October.
YANCOUVER, via SHANGHAI, &c.	ATLANTIC	Brit. str.	—	H. Mowatt	DODWELL & CO., LIMITED	On 24th inst., at Noon.
YANCOUVER, via SHANGHAI, &c.	GLENHALL	Brit. str.	3 m.	G. E. Warner	DODWELL & CO., LIMITED	On 24th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KINSHU MARU	Jap. str.	—	F. L. Pybus	NIPPON YUSEN KAISHA	On 22nd inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	HYSON	Jap. str.	—	W. H. Cope	NIPPON YUSEN KAISHA	About 2nd October.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	W. H. Cope	NIPPON YUSEN KAISHA	On 8th October, at 4 p.m.
PORTLAND, OREGON	INDRAMAMA	Brit. str.	2 m.	—	PORTLAND & ASIATIC S.S. CO.	To-day.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-day, at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 2nd October, at Noon.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 4th October, at Noon.
MOJI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 7th October, at Noon.
YOKOHAMA & KOBE	SOCOTRA	Brit. str.	—	McGowan	SANDER, WIELER & CO.	On 17th inst., p.m.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	IDZUMI MARU	Jap. str.	—	G. W. Babot, R.N.R.	P. & O. S. N. Co.	On or about 20th inst.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
PORT ARTHUR & VLADIVOSTOK	MANCHURIA	Rus. str.	—	Prabl	MELCHERS & CO.	On 28th inst., at Noon.
SHANGHAI	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	Quick despatch.
FOOCHOW	CHANGCHOW	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On or about 13th inst.
TAMU, via SWATOW & AMOY	DAVIN MARU	Jap. str.	1 m.	T. Ogata	OSAKA SHOSSEN KAISHA	On 16th inst.
ANPING, via SWATOW & AMOY	MATTHEW MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSSEN KAISHA	To-morrow.
FOOCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSSEN KAISHA	On 17th inst.
SWATOW & SHANGHAI	THALES	Brit. str.	2 m.	Robson	DOUGLAS LAFRANK & CO.	On 24th inst.
MANILA	WOOSUNG	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MANILA	ROSETTA MARU	Jap. str.	2 m.	Toto	MIYU BUNSEN KAISHA	To-morrow.
MANILA	YUNBANG	Brit. str.	2 m.	P. H. Rolfe	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
MANILA	BUDI	Brit. str.	2 m.	R. W. Almon	SHEWAN, TOMES & CO.	On 16th inst., at 4 p.m.
SINGAPORE, PENANG & BOMBAY	NANKIN	Brit. str.	2 m.	C. J. Benton, R.N.R.	P. & O. S. N. Co.	On 18th inst., at 4 p.m.
SINGAPORE & BOMBAY	TIBOL	Aus. str.	2 m.	Bretfeld	SANDER, WIELER & CO.	On or about 17th inst.
SANDAKAN	SANDAKAN	Ger. str.	—	Schnur	MELCHERS & CO.	On 26th inst., p.m.

SHIPPING.

ARRIVALS.

Sept. 11, Enos, Norwegian str., 700, A. Rentz, Bangkok 5th September, Rice.—CHINESE.
Sept. 12, Astral, American ship, 2,977, Dunham, New York 17th May, Oil.—STANDARD OIL CO.
Sept. 12, Byodo, Norwegian str., from Canton.
Sept. 12, E. W. Haswell, German str., from Canton.
Sept. 12, GLENBOY, British str., 2,241, J. E. Warner, R.N.R., Tacoma via Ports and Shanghai 9th Sept., General.—DODWELL & CO., LTD.
Sept. 12, MACHON, British str., 4,276, Hannah, Liverpool 9th August, General.—BUTTERFIELD & SWIRE.
Sept. 12, PARRAMATTA, British steamer, 2,354, Francis J. Fox, Shanghai 10th September, Mail and General.—P. & O. S. N. Co.
Sept. 12, PRINCESS IRENE, British (trst), 2,209, Parsons, Calcutta 30th August and Singapore 7th September.—GOVERNMENT.
Sept. 12, PULKA, British str., 1,287, J. McGinty, Manila 9th Sept., General.—SHEWAN, TOMES & CO.
Sept. 12, SINGAN, British str., 1,046, Warrell, Ningbo 9th Sept., General.—BUTTERFIELD & SWIRE.
Sept. 12, THALES, British str., 1,313, J. Williams, Saigon 1st September, Rice.—CHINESE.
Sept. 12, THALES, German str., 1,930, Harry Clasen, Saigon 7th Sept., Rice.—CHINESE.
Sept. 12, WONGKOT, German str., 1,115, W. Behor, Hoihow 11th Sept., General.—BUTTERFIELD & SWIRE.
Sept. 12, YUNBANG, British str., 1,193, P. H. Rolfe, Manila 14th September.—JARDINE, MATHESON & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
12th September.
Dianyo, Italian str., for Singapore.
Dianyo, Italian str., for Swatow.
Dianyo, Italian str., for Swatow.
Heathburn, British str., for Singapore.
Heathburn, British str., for Hoihow.
Hyades, British str., for Shanghai.
Jacob Diederichsen, German str., for Hoihow.
Kagoshima Maru, Japanese str., for Singapore.
Sibin, German str., for Shanghai.
Sibin, German str., for Canton.
Zefiro, British str., for Manila.

DEPARTURES.

12th September.
Bisagno, Italian str., for Swatow.
Dianyo, Norwegian str., for Swatow.
HATAN, British str., for Coast Ports.
H. WONGKOT, German str., for Hoihow.
HYADES, British str., for Tacoma.
INABA MARU, Japanese str., for Yokohama.
JACOB DIEDERICHSEN, German str., for Chefoo.
KAGOSHIMA MARU, Japanese str., for Bombay.
SINGAN, British str., for Canton.
YUNBANG, British str., for Shanghai.
ZAFIRO, British str., for Manila.

VESSELS IN DOCK.

11th September.
ABERDEEN DOCK.—Sandakan.
WILSON DOCK.—Solent, Rabi, H.M.S. Weymouth, Siam, Benlary, Pleguano, Kiangtong, Liaison.
COSMOPOLITAN DOCK.—U.S.S. Macellan.

SHIPPING REPORTS.

The British steamer SINGAN, from Ningbo 9th Sept., had light N.E. winds and fine weather.
The British steamer GLENBOY, from Tacoma via Ports and Shanghai 9th Sept., had moderate to light N.E. winds and fine, clear weather.
The British steamer PULKA, from Manila 9th Sept., had light weather, smooth sea and moderate northerly winds.
The German steamer THALES, from Saigon 7th Sept., had light N.E. monsoon and fine weather the whole voyage.
The British steamer Tatemachia, from Saigon 7th Sept., encountered steady wind from N.E., with E.N.E. swell and a high barometer ranging from 29.90 to 30. On the 8th, 10th and 11th encountered a slight current setting to the northward.

VESSELS OF THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERDIA GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA," Captain P. J. Fox carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 13th September, at Noon, taking passengers and cargo for the above ports, &c. &c. S. N. Co. Silk and Valables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 1st September, 1902.



TOYO KISEN KAISHA (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU"

3,576 Tons. Captain Tate, will be despatched for MANILA TO-DAY, the 13th inst., at 3 p.m.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewards carried. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Prince's Buildings, 1st House Street, Hongkong, 8th September, 1902.

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES"

Captain Robson, will be despatched for the above port TO-DAY, the 13th inst., at 4 p.m.

For Freight or Passage, apply to DOUGLAS LAFRANK & CO., General Managers, Hongkong, 11th September, 1902.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

THE Steamship

"BENALDER"

Captain McIntosh, will be despatched as above on or about the 12th inst.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 2nd September, 1902.

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND

YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.

Captain.

Tons.

Sailing Dates.

GLENOGLE..... G. E. Warner..... 3,750..... September 20th

PELIADIS..... W. H. Smith..... 3,753..... October 4th

VICTORIA..... J. Panton..... 3,502..... October 18th

OLYMPIA..... J. Tronbridge..... 2,837..... October 24th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 13th September, 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN EUROPE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

PRINCESS IRENE..... WEDNESDAY..... 17th September.

FRINZ REGENT LUITPOLD..... WEDNESDAY..... 1st October.

* HAMBURG..... WEDNESDAY..... 15th October.

SACHSEN..... WEDNESDAY..... 29th October.

GERA..... WEDNESDAY..... 12th November.

* KLAUSCHOU..... WEDNESDAY..... 10th December.

BAYERN..... WEDNESDAY..... 24th December.

KONIG ALBERT..... WEDNESDAY..... 7th Jan., 1903.

PRINCESS IRENE..... WEDNESDAY..... 2nd Jan., 1903.

DARMSTADT..... WEDNESDAY..... 15th Feb., 1903.

* HAMBURG..... WEDNESDAY..... 4th Mar., 1903.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 17th day of September, 1902, at Noon, the Steamship "PRINCESS IRENE" of the NORDDEUTSCHER LLOYD, Captain G. Danneberg, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port at above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 15th September. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 16th September, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 16th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs., and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 8th September, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN HONGKONG

"INDRASAMHA"..... R. P. Craven..... September 13, 1902.

"INDRAVELLI"..... W. C. Craven..... October 14, 1902.

"INDRAPURA"..... Hollingsworth..... November 14, 1902.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 8th September, 1902.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c., { PARRAMATTA..... Noon, 13th { See Special Advertisement

SHANGHAI..... { VALETTA..... About 13th { Freight or Passage

SINGAPORE, PE- { NANKIN..... About 17th { Freight only.

NANG & BOMBAY { C. J. Benton, R.N.R. { September

LONDON..... { CEYLON..... Noon, 19th { Freight or Passage

YOKOHAMA, via { W. Hayward, R.N.R. { September

SHANGHAI, { Socotra..... About 20th { Freight only.

MOJI and KOBE { G. W. Babot, R.N.R. { September

(Passing through the { Inland Sea) {

* Calling at Colombo if sufficient inducement offers.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th September, 1902.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

HAKATA MARU..... { MARSEILLES, LONDON and { SATURDAY, 20th Sept.

F. L. Sommer..... { ANTWERP, via SINGAPORE, { at DAYLIGHT.

..... { PENANG, COLOMBO, and PORT {

KINSHU MARU..... { SAID {

F. L. Pybus.....

OCEAN STEAM SHIP COMPANY, LD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"MACHON"	On 15th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.
GLASGOW and LIVERPOOL	"MENELAUS"	On 1st October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 10th October.
GLASGOW and LIVERPOOL	"DEUCALION"	On 16th October.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th October.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.

TO	STEAMERS	DATE
LONDON	"DARDANUS"	On 18th September.
LONDON	"DIOMEDES"	On 30th September.
LONDON	"NESTOR"	On 14th October.
LONDON	"ACHILLES"	On 24th October.
LONDON	"MENELAUS"	On 11th November.
LONDON	"AGAMEMNON"	On 25th November.
LIVERPOOL	"PYRRHUS"	On 15th September.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"KATSON"	On 18th September.
GLASGOW and LIVERPOOL	"HYSON"	On 2nd October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS (via NAGASAKI, KOBE & YOKOHAMA)	"RYSON"	On 2nd October.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	DATE
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 13th Sept. at Noon.
SWATOW, SHANGHAI, FOOSHOW	"WOOSUNG"	On 14th September.
	"CHANGCHOW"	On 15th September.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See Special Advertisement. For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th September, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	DATE
TAMSUI, VIA SWATOW AND AMOY	"DAIJI MARU"	SUNDAY, 14th September.
TAMSUI, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 21st September.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 17th September.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 24th September.

The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoons at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 12th September, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Underwriter.

NEXT SAILINGS.

"CHANGSHA" leaves on 13th September.

"CHINGTU" " " 20th " "

"TAIYUAN" " " 30th October.

"TSINAN" " " 15th November.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

For Freight and further information, apply to—

BUTTERFIELD & SWIRE, AGENTS.

CHINA NAVIGATION CO., LD.

Hongkong, 27th August, 1902.

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK VIA SUEZ CANAL (with Liberty to call at Philippine Ports).

The following Steamers will be despatched as above, carrying Cargo at current rates.

PROPOSED SAILINGS FROM HONGKONG.

S.S. "INDRANI" " " 30th Sept. 1902.

S.S. "INDRAWADI" " " Oct. 1902.

For Freight and further information, apply to—

JARDINE, MATHESON & CO., Agents, "Indra" Line, Ltd.

Hongkong, 8th September, 1902.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"YUENSANG."

Captain P. H. Rolfe, will be despatched as above on TUESDAY, the 16th inst., at 4 p.m.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., General Managers.

Hongkong, 12th September, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE"

Captain Mecozzi, will leave for the above places on WEDNESDAY, the 17th inst., at 4 p.m.

This Steamer has Capital Accommodation for Passengers. Electric Light and carries a Doctor.

SANDER, WIELE & CO., Agents.

Princes' Buildings.

Hongkong, 13th September, 1902.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI"

Captain R. W. Almond, will be despatched for the above port on THURSDAY, the 18th inst., at 4 p.m.

Highest-class Passenger Steamers. High powered, newest and most up to date on the run. All Accommodation amidships. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to—

SHEWAN, TOMES & CO., General Managers.

Hongkong, 10th September, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, GULOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to East and South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship

"NIPPON"

Captain Klansberger, will be despatched as above on FRIDAY, the 19th September, p.m.

For information as to Passage and Freight, apply to—

SANDER, WIELE & CO., Agents.

Princes' Buildings.

Hongkong, 6th September, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

SAIGON, SHANGHAI, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd September, 1902, at 1 p.m. the Company's Steamship

"LAOR" Captain Pham, will leave for the above ports, carrying Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 21st September. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th September, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY.

(In close connection with the Company's accelerated line to THE EAST.)

THE Company's Steamship

"TIROL"

Captain Breitfeld, will be despatched as above on FRIDAY, the 19th inst., at 4 p.m.

The Steamer has capital accommodation for Passengers. Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to—

SANDER, WIELE & CO., Agents.

Princes' Buildings.

Hongkong, 11th September, 1902.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line, and prepared to receive THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to—

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 8th August, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENROY"

Captain Selby, will be despatched as above on WEDNESDAY, the 17th inst.

For Freight, apply to—

MCGEEBROS. & GOW, Hongkong, 8th September, 1902.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFTON"

Captain MacGregor, will be despatched for the above port on SUNDAY, the 22nd inst.

For Freight, apply to—

SHEWAN, TOMES & CO., Agents.

Hongkong, 11th September, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched as above on THURSDAY, the 2nd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to—

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th September, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" " " About 5th October.

For Freight and other information, apply to—

STANDARD OIL COMPANY OF NEW YORK.

Oriental Shipping Department, Agents.

Hongkong, 12th September, 1902.

NOTICES TO CONSIGNEES.

S.S. "OCEANIC"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex s.s. Sidon, from Havre ex s.s. Sidon, from Bordeaux, ex s.s. Ville de Bordeaux, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 7th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 15th September, at Noon, will be subject to rent and landing charges.

All claims must be sent to me on or before the 15th September, or they will not be recognised.

All damaged packages will be examined on Monday, the 15th September, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th September, 1902.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"INABA MARU"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be marked with mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed on unless instructions are given to the contrary before 4 p.m., To-day, 10th inst.

Goods not cleared by the 17th inst. will be subject to rent.

All ship-damaged packages must be left in the Godown and notice of claim sent to this Office before the 20th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 10th September, 1902.

FROM HAMBURG, BREMEN, ROTTERDAM, AND ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILVIA"

Captain Behrens, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notices to the contrary be given before Noon, To-day, the 11th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 11th September, 1902.

INTIMATIONS

APOL & STEEL'S

A. & S. WATSON & CO., LTD.

1557

MARTIN, Chemist, SOUTHAMPTON.

THE NEW FRENCH REMEDY

THERAPION

TRADE MARK.

This successful and highly popular remedy, as employed in the Continental Hospitals by Boer, Rottan, Robert, Verpeur, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a re-asthetic form, often a few days only, removes all discharges from the urinary organs, effectually superseding the use of which does imperious harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for the most serious gonorrheas, syphilis, skin and swellings of the joints, secondary syphilis, gonorrhea, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of life. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for the treatment of gonorrhea, syphilis, and all diseases of the urinary organs, which it possesses surprising power in restoring strength and vigour to the debilitated patient.

It is sold by all the principal chemists throughout the world. Price in England 2/6 and 4/6. In ordering, state which of the three numbers is required, and describe the above Trade Mark, which is a facsimile of the word "THERAPION" as it appears on the Government Stamp (in white letters on a red ground) affixed to every package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila.

1557

DODGE WOOD SPLIT PULLEYS.

ALL SIZES TO FIT ALL SIZED SHAFTS IN STOCK.

SOLE AGENTS: LUTGENS, EINSTAMANN & CO., HONGKONG.

12-119

A large Stock to GANDY TON BEITING.

SOLE AGENTS: LUTGENS, EINSTAMANN & CO., HONGKONG.

12-119

AVERAGE MARKET PRICES.

September 11th, 1902.

The Prices are given in Dollar Cents.

MAILS WILL CLOSE

JOINT STOCK SHARES

VICTIMS AT HOTELS

STRANGERS

THE WEATHER.

CRAIGSBURN HOTEL.
Mrs. A. Denison Mr. & Mrs. F.

Sur- prepared to ACCEPT BILLS at Current Rates.

FIRE
BUGS,
FLEAS,
MOTHS.

D LEAF, 100 line, per tael \$60.80
E SILVER, per oz. 74

—Calchas, Glenlochry. 17th—Silesia (Aus.).
1st July. Saxonia (Auk.). 1st July. Saxonia (Auk.).

12th SEPTEMBER, A.M.

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The Undersigned, having been
AGENTS for the above Company

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VESSELS EXPECTED

PASSENGERS

Peak	20.96	76	87	sz	2	bm
	20.90	83	82	NNW	2	o

14	m	5 43	4 2	1 0 a
		8 3 a	2 7	
16	m	6 41	4 5	m 1 28

ON SALE

WAP

The Indo-China steamer *Kumsang*, from
Canton and the Straits left Singapore for this

mes, Mr. and Mrs. Y. Imanishi and infant,
and Mrs. T. Imanishi, Mrs. I. Imanishi

the Pacific to the NE. of Luzon, and is highest between coast of China and W. Japan.

NOT RESPONSIBLE FOR DEATH

DEEDS BOOK

...and the

... ..

8-11-67, 11-11-67, 11-11-67, 11-11-67. [62]

AT, British ship, J. Hughes.—Order.

1. Exhibit A

ing; London Office, 121, Fenchurch Street, E.C. 3.

Figure 1. A schematic diagram of the experimental setup. The subject is seated in a chair, viewing a video screen. The screen displays a target (a small circle) and a starting point (a larger circle). The subject's hand is positioned at the starting point, and the video screen shows the hand's position relative to the target. The subject is instructed to move the hand to the target. The video screen is controlled by a computer, which records the hand's position and the time taken to reach the target.